

<b>Facility Name:</b> Hilliard Airpark		<b>Inspection Date:</b> 2/13/2025	
<b>Facility Type:</b> Airport		<b>Status:</b> Active	
<b>Inspector:</b> Jim Durwin			
<b>Location ID:</b> 01J	<b>FAA Site No.:</b> 03230.81*A	<b>FDOT District:</b> 2	
<b>1.00 Miles E of Hilliard</b>		<b>County:</b> Nassau	
<b>ARP Latitude:</b> 30° 41' 09.480	<b>Source:</b> Estimated	<b>Ownership:</b> Public	
<b>ARP Longitude:</b> 81° 54' 22.835		<b>Use:</b> Public	
<b>Elevation:</b> 59	<b>Source:</b> Surveyed	<b>Sectional Chart:</b> JACKSONVILLE	

Note: Primary contact shows below with a background.

<b>Facility Owner:</b> Town of Hilliard	<b>Facility Physical Address</b>
<b>Address:</b> PO Box 249	<b>Address:</b> 37792 Eastwood Rd
<b>15859 W CR 108</b>	
<b>City:</b> Hilliard	<b>City:</b> Hilliard
<b>State:</b> FL	<b>State:</b> FL
<b>ZIP:</b> 32046	<b>ZIP:</b> 32046
<b>Phone:</b> (904) 845-3555	<b>Phone:</b> (904) 675-9120
<b>Fax:</b> (904) 845-1221	
<b>Email:</b>	
<b>Owner Representative:</b> Lisa Purvis	<b>Facility Manager:</b> Michael Swain
<b>Address:</b> PO Box 249	<b>Address:</b> 37792 Eastwood Rd
<b>City:</b> Hilliard	<b>City:</b> Hilliard
<b>State:</b> FL	<b>State:</b> FL
<b>ZIP:</b> 32046	<b>ZIP:</b> 32046
<b>Phone:</b> (904) 845-3555	<b>Phone:</b> (904) 675-9120
<b>Email:</b> lpurvis@townofhilliard.com	<b>Email:</b> contact@hilliardairpark.com

<b>Acres:</b> 30	<b>Residential Airpark:</b> No	<b>Beacon:</b> C-G
<b>Section:</b> 09	<b>Township:</b> 03S	<b>Wind Indicator:</b> Yes
<b>Range:</b> 24E		<b>Lighted:</b> Yes
<b>Lighting Schedule:</b> Sunset to Sunrise		<b>Notes:</b>
<b>Attendance Schedule:</b> Month/Day/Hour		<b>Segmented Circle:</b> Yes
		<b>Lighted:</b> No
		<b>Facility Website:</b> <a href="https://www.hilliardairpark.com">https://www.hilliardairpark.com</a>
		<b>Ask in any new facility aerals/photos are available</b>

<b>Based Aircraft</b>			
<b>Year:</b> 2011	<b>Single Engine:</b> 23	<b>Jet Engine:</b>	<b>Glider:</b>
<b>Source:</b> Inspector	<b>Multi Engine:</b> 2	<b>Helicopter:</b> 3	<b>Ultralight:</b>
<b>Total Based Aircraft:</b>		<b>Military:</b>	<b>Seaplane:</b>

<b>Annual Operations</b>			
<b>Year:</b>	<b>Air Carrier:</b>	<b>Air Taxi:</b>	<b>GA Local:</b>
<b>End Date:</b>	<b>Commuter:</b>	<b>Military:</b>	<b>GA Itinerant:</b>
<b>Total Annual Operations:</b>			

FAR 139 Certificated

<b>FAA NavCom</b>	
<b>FSS ID:</b>	<input checked="" type="checkbox"/> GNV
<b>FSS on Airport:</b>	<input checked="" type="checkbox"/> No
<b>Toll Free:</b>	<input checked="" type="checkbox"/> (800) WX-BRIEF
<b>VorTac:</b>	<input type="checkbox"/>
<b>AWOS/ASOS:</b>	<input type="checkbox"/>
<b>Instrument Approach:</b>	<input type="checkbox"/>
<b>Clearance Delivery:</b>	<input type="checkbox"/>
<b>Ground Control:</b>	<input type="checkbox"/>
<b>Control Tower:</b>	<input type="checkbox"/>
<b>Approach Control:</b>	<input type="checkbox"/>
<b>Unicom:</b>	<input type="checkbox"/>
<b>ATIS:</b>	<input type="checkbox"/>
<b>CTAF:</b>	<input checked="" type="checkbox"/> 122.900

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## Services

## Fuel:

A ☐  
 A1 ☐  
 A1+ ☐  
 B ☐  
 B+ ☐  
 Diesel ☐  
 E85 ☐  
 G100UL ☐  
 Mogas ☐  
 SAF ☐  
 UL102 ☐  
 80 ☐  
 85UL ☐  
 87 ☐  
 91/96 ☐  
 91/96UL ☐  
 100 ☐  
 100LL ☒  
 100VLL ☐  
 115 ☐

## Bottle Oxygen:

High ☐  
 Low ☐

## Bulk Oxygen:

High ☐  
 Low ☐

## Transient Storage:

Buoy ☐  
 Hangar ☐  
 Tie Downs ☒

## Airframe:

Major ☐  
 Minor ☐

## Power Plant:

Major ☐  
 Minor ☐

## Other Services:

Aerial Surveying ☐  
 Air Ambulance ☐  
 Air Freight ☐  
 Aircraft Rental ☐  
 Aircraft Sales ☐  
 Avionics ☐  
 Beaching Gear ☐  
 Car Rental ☐  
 Cargo ☐  
 Courtesy Car ☐  
 Charter ☐  
 Crop Dusting ☐  
 Glider ☐  
 Glider Towing ☐  
 Instruction ☐  
 Internet ☒  
 Lodging ☐  
 Parachute Jumping Area ☐  
 Restaurant ☐  
 Restrooms ☒  
 Taxi ☐  
 Telephone ☒

## Aircraft Charging Stations:

Electric Charging Stations ☐  
 Hydrogen Charging Stations ☐  
 Battery Charging Stations ☐  
 Solar Charging Stations ☐  
 Auto Charging Stations ☐

## Aircraft Electric Charging Power Rating:

Alternating Current ☐  
 Direct Current ☐

## Aircraft Electric Charging Station Plug Type

AC - J1772 ☐  
 AC - Mennekes ☐  
 DC - GB/T ☐  
 DC - CCS Type1 ☐  
 DC - CCS Type2 ☐  
 DC - MCS ☐  
 DC - CHAdeMO ☐  
 Other ☐

## Support Infrastructure:

Passenger Waiting Facility ☐  
 Aircraft Tug Station ☐  
 Deicing Equipment ☐  
 Battery Thermal Conditioning System ☐  
 Maintenance Platforms, Ladders, Inspection ☐  
 Provider of Services ☐  
 Fire Suppression/Extinguishing System ☐

Aircraft Cabin Thermal Conditioning Equipment ☐

Passenger/Cargo Loading Equipment ☐

## Aircraft Electric Charger Power Output:

Number of Aircraft Electric Charging Stations:

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Runway ID	Status	Dimension	Surface	Condition	Lights
18/36	Existing	3,600 x 125	Turf	Fair	MIRL

Comments:

RWY 18

FAR 77 Category A(V).

RWY 36

FAR 77 Category A(V).

Approach ratio required is RWY 18 20:1 and RWY 36 20:1.

Primary surface required is 250 feet wide.

Transitional surface required is 0:1.

## Runway 18

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
18	30° 41' 27.2	81° 54' 23.2	Estimated	4:1	Paver-G	P2R	Yes	No	NONE

## Obstruction Data

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		4:1	FENCE	M	7 ft	32 ft	Before Runway End	0 ft Both
Runway End									
Marked Displaced Threshold	No	400 ft	18:1	TREES		47 ft	430 ft	Before Runway End	35 ft L
Required Displaced Threshold	No	510 ft	20:1	TREES		47 ft	430 ft	Before Runway End	35 ft L

## Runway 36

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
36	30° 40' 51.6	81° 54' 22.4	Estimated	4:1	Paver-G	P2L	Yes	No	NONE

## Obstruction Data

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		4:1	TREES		66 ft	262 ft	Before Runway End	30 ft R
Runway End									
Marked Displaced Threshold	No	730 ft	20:1	TREES		61 ft	487 ft	Before Runway End	40 ft R
Required Displaced Threshold									

## Primary Surface and Safety Area

Object	Latitude	Longitude	Survey/ Estimate	Distance from Centerline	Direction from Centerline	Height	Fixed by Function	Frangible	Marked	Aeronatical Study	Determination
SIGN	30° 41' 26.68	81° 54' 22.26	Estimated	85 ft	E	2 ft	Yes	Yes	No		
SIGN	30° 40' 54.87	81° 54' 21.55	Estimated	85 ft	E	2 ft	Yes	Yes	No		
EQUIP	30° 41' 16.99	81° 54' 24.41	Estimated	120 ft	W	2 ft	No	Yes	Yes		
EQUIP	30° 41' 07.25	81° 54' 24.23	Estimated	124 ft	W	2 ft	No	Yes	Yes		
HOLES	30° 40' 53.03	81° 54' 23.17	Estimated	60 ft	W		No	No	No		

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**Deficiencies**

Inspection Date 2/13/25

Next Inspection 2/28/26

**Deficiencies**

Rwy End: 18 In accordance with Chapter 14-60.007(2)(b)1.a., FAC. – For a runway that is not paved, that is to be used by an aircraft of any weight, and that has a visual landing approach: the width of the primary surface is 250 feet.

Runway 18 has electrical power box located 120 feet right of runway centerline, 1,050 feet after the approach end of the runway.

**Mitigated Deficiencies**

Rwy End: 18 In accordance with Chapter 14-60.007(2)(c)1.a., FAC. – For a runway that is not paved, that is to be used by an aircraft of any weight, and that has a visual landing approach: the approach surface ratio is 20:1.

Runway 18 approach surface ratio is 18:1 to the marked displaced threshold due to trees 47 feet tall, 430 feet before the approach end of the runway, 35 feet left of centerline.

Runway 18 threshold is displaced 400 feet.

Spoke with Mr. Michael Swain, Airport Manager, during the inspection February 13, 2025 and he advised that the airport is closing on the purchase of the property where the trees are located under a land acquisition project (PFL0011457). Environmental and other studies have been completed.

Received an e-mail from Mr. Bill Prange, JACIP contact, on March 17, 2025, confirming that the tree removal should move forward in July of 2025 after some inspections are made on the property.

A comment has been published in the chart supplement advising of the unlighted obstructions until the trees are removed.

Rwy End: 36 In accordance with Chapter 14-60.007(2)(c)1.a., FAC. – For a runway that is not paved, that is to be used by an aircraft of any weight, and that has a visual landing approach: the approach surface ratio is 20:1.

Runway 36 approach surface ratio is 4:1 due to trees 66 feet tall, 262 feet before the approach end of the runway, 30 feet right of centerline.

Runway 36 threshold is displaced 730 feet.

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## License

Effective: 06/01/2025

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 05/31/2026

☐ VFR Use Only

## Conditions:

The department may revoke, refuse to allow or issue, any license or license renewal, if it determines that the airport does not comply with the conditions of the license, license renewal, or site approval or that the airport has become unsafe or unusable for flight operation due to physical or legal changes that were the subject of approval pursuant to Section 330.30(2)(e), F.S.

## A. This Airport has the following landing areas and approach limitations.

## 1. Runway 18/36 is available for visual approaches only.

- a. Runway 18 is FAR 77 category A(V).
- b. Runway 36 is FAR 77 category A(V).

## 2. Runway 18 threshold is displaced 400 feet.

## 3. Runway 36 threshold is displaced 730 feet.

## B. This Airport is issued a Special License pursuant to Chapter 330.30(2)(b), F.S.

The department may license a public airport that does not meet standards only if it determines that such an exception is justified by unusual circumstances or is in the interest of public convenience and does not endanger the public health, safety, or welfare. Such a license shall bear the designation "special" and shall state the conditions subject to which the license is granted.

1. Runway 18 approach surface ratio is 18:1 to the marked displaced threshold due to trees 47 feet tall, 430 feet before the approach end of the runway, 35 feet left of centerline.

## Additional Licensing Remarks: